

## WITHHOLDS DETAILS OF T. C. I. COMBINE

Information Refused by Corporation Commissioner.

### SENATE STILL IN THE DARK

Believed that Later the Necessary Facts Will Be Laid Before the Subcommittee by Herbert Knox Smith, but It May Relate Only to the Tennessee Company Combine.

Herbert Knox Smith, commissioner of corporations, has declined to furnish to the Senate Committee on Judiciary certain information in his bureau relating to the United States Steel Corporation.

The information was requested by the subcommittee of the Judiciary Committee, appointed to conduct an investigation into the circumstances surrounding the absorption by the United States Steel Corporation of the Tennessee Coal and Iron Company.

The committee, under a resolution introduced by Senator Culberson, was instructed to investigate and report to the Senate whether the President exceeded his authority in permitting the merger.

The refusal of the commissioner of corporations to furnish information resulted in the matter being laid before the President. Mr. Roosevelt sent for the information in the possession of the Bureau of Corporations, and is now examining it with a view of determining whether, in his judgment, it should be laid before the Senate committee.

It is probable that, after it has been carefully studied, the information will be given to the Senate.

The request of the Senate committee was for all information in the Bureau of Corporations relating to the United States Steel Corporation. It is likely that when a reply is made finally it will carry only such information as relates to the particular merger, the other matters affecting the United States Steel Corporation alone being held to be beyond the scope of the inquiry authorized by the Senate.

The Senate Subcommittee on Judiciary is composed of the following named Senators: Clark, of Wyoming, chairman; Dillingham, of Vermont; Kittredge, of South Dakota; Culberson, of Tennessee; and Overman, of North Carolina, Democrats.

### TO TAKE UP SHOOTING.

Washington High School Teams Will Enter Tournament.

The boys of the high schools are delighted at the prospect of beginning gallery shooting very soon. The military authorities of the District have extended the privilege of the gallery range in the Center Market to the high school boys of the District of Columbia on Saturday afternoons from 1 to 6 o'clock.

Expert riflemen will be present to instruct the boys and to systematize the work. Later in the season, rifle teams representing the different high schools of the District will take part in a national inter-school competition.

A certain week will be set aside by the National Rifle Association of America, when all schoolboy clubs affiliated with the association will shoot on their local range for the United States School Championship. All of the local schools have organized rifle clubs and are now affiliated with the National Association, so that they are all eligible to take part in this competition.

The board of directors of the National Rifle Association of America voted to put up a handsome trophy to be competed for.

### Afraid of the "Zeal"

President Roosevelt when a small boy went with his mother to visit some friends who lived near a church in a small town in Georgia. The sexton grew very fond of the lad, and he would play for hours near the church, but would not go inside. One day when he returned home his mother asked him where he had been.

"Playin' near the church," was the reply, "but I did not go in; I was afraid of the zeal."

On the previous Sunday he had attended service with his mother and the text was, "For the zeal of Thine house hath eaten me up."

### WEATHER CONDITIONS.

U. S. Dept. of Agriculture, Weather Bureau, Washington, Saturday, Jan. 23, 1909, 3 p. m. Rain fell during Saturday almost generally throughout the North, while fair weather continued in the South. The temperature is still low in the Western and Central States.

The temperature has fallen somewhat in the Northwest, but in other districts the cold of the Rockies unseasonably high temperatures are persistent, the January record for high temperatures having been broken in several points in the Middle West as well as in Texas.

Fair weather is probable Sunday and Monday over western and central districts, and showers will prevail Sunday in the northern frontier States as far west as the Upper Mississippi Valley. Although somewhat cooler weather will extend southward and eastward from the northwest over the Great Lakes region and central valleys during Sunday and Monday, no low temperatures are probable, and the abnormally warm weather will continue in eastern and southern sections for several days.

The winds along the New England coast will be moderate east to south, shifting to southwesterly on the Middle Atlantic coast light southerly, and on the South Atlantic and Gulf coasts light variable.

### Local Temperature.

Midnight, 37.2; 2 a. m., 34.4; 4 a. m., 34.4; 6 a. m., 34.4; 8 a. m., 33.9; 10 a. m., 32.1; noon, 30.7; 2 p. m., 30.4; 4 p. m., 30.1; 6 p. m., 28.5; 8 p. m., 28.1; 10 p. m., 26.0. Maximum, 36; minimum, 26. Relative humidity—8 a. m., 100; 2 p. m., 88; 8 p. m., 80. Rainfall 8 p. m. to 8 p. m., 0.02. Hours of sunshine, 4. Per cent. of possible sunshine, 28. Temperature same date last year—Maximum, 39; minimum, 21.

### Temperatures in Other Cities.

Temperatures in other cities, together with the amount of rainfall for the twelve hours ended at 3 p. m. yesterday, are as follows:

	Max.	Min.	8 a. m.	5 p. m.	fall.
Ashville, N. C.	58	32	38	...	...
Atlanta, Ga.	54	34	46	...	...
Baltimore, Md.	48	30	46	...	...
Bismarck, N. Dak.	32	24	24	...	...
Boston, Mass.	40	28	36	...	...
Buffalo, N. Y.	36	20	30	...	...
Chicago, Ill.	46	36	42	...	...
Cincinnati, Ohio	46	36	42	...	...
Cleveland, Ohio	46	36	42	...	...
Dayton, Ohio	46	36	42	...	...
Denver, Colo.	40	28	36	...	...
Des Moines, Iowa	40	28	36	...	...
Detroit, Mich.	40	28	36	...	...
Galveston, Tex.	70	64	66	...	...
Houston, Tex.	70	64	66	...	...
Indianapolis, Ind.	40	28	36	...	...
Jacksonville, Fla.	70	64	66	...	...
Kansas City, Mo.	40	28	36	...	...
Little Rock, Ark.	70	64	66	...	...
Marquette, Mich.	36	24	34	...	...
Memphis, Tenn.	46	36	42	...	...
New Orleans, La.	70	64	66	...	...
New York, N. Y.	40	28	36	...	...
North Platte, Neb.	36	24	34	...	...
Omaha, Neb.	40	28	36	...	...
Pittsburgh, Pa.	40	28	36	...	...
Portland, Me.	36	24	34	...	...
Salt Lake City, Utah	36	24	34	...	...
St. Louis, Mo.	40	28	36	...	...
St. Paul, Minn.	40	28	36	...	...
Springfield, Ill.	40	28	36	...	...
Vicksburg, Miss.	70	64	66	...	...

### Tide Table.

To-day—High tide, 10:30 a. m. and 10:22 p. m.; low tide, 4:25 a. m. and 4:22 p. m.  
To-morrow—High tide, 10:52 a. m. and 11:15 p. m.; low tide, 5 a. m. and 5:23 p. m.

### Condition of the Water.

Special to The Washington Herald.  
Harpers Ferry, W. Va., Jan. 23.—Shenandoah muddy and Potomac clear.

## DISASTERS AT SEA IN PAST YEARS.

- 1854—The Arctic sunk in collision and 322 persons lost.
- 1858—The steamer Austria burned at sea and 470 lives lost.
- 1873—The Ville de Havre sunk in collision and 226 lives lost.
- 1873—The steamer Atlantic sailed with 583 passengers and was never heard from again.
- 1875—The steamer Schiller wrecked in midocean and 312 passengers lost.
- 1883—The steamer Cimbrina sunk in collision in the North Sea and 389 persons lost.
- 1892—The steamer Utopia in collision and 563 lives lost.
- 1892—The steamer Victoria was wrecked and 350 lives lost.
- 1892—The steamer Elbe lost at sea and 361 lives lost.
- 1898 (July 4)—French steamship La Bourgogne rammed and sunk by the steamship Comartysire off Sable Island and 560 lives lost.
- 1904—The General Slocum burned and sunk, and more than 1,000 lives lost.
- 1904 (July 3)—Steamship Norge sunk at sea and 750 lives lost.
- 1908 (April 12)—Steamship St. Paul rammed British cruiser Gladiator off Isle of Wight; 100 sailors drowned.
- 1908 (July 28)—Steamship Ying King foundered off Hongkong; 300 Chinese drowned.
- 1908 (November 27)—Steamship San Pablo sunk off the Philippines; 100 drowned.

## CRASH IN FOG.

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thrilling story that leaped through the darkness and the fog, before the sun lit up the seas; a tale that was told in dots and dashes.

### Other Steamers Lead Aid.

All through the day until late to-night the wireless kept whispering more and more of what was going on away out in the fog off Nantucket; of how the Florida drove her steel bow into the starboard plates of the Republic; how the passengers scrambled aboard the Italian as best they could; how the Republic, terribly crushed, settled lower and lower in the water; how her captain and officers stayed on board; how the wireless operator, Binns, glued himself to his key and sander, receiving and sending, catching every tiny whisper of hope and encouragement that floated out of the fog; how the big liners came up one by one, searching through the gray void for the two troubled ships; how the little torpedo boat, drawn by the wireless from the coast of Newfoundland, slipped through the fog walls and called cheerily that they were about Uncle Sam's business.

And written between these messages for the imagination to seize upon and make clear were volumes as thrilling as any sea story ever written.

The Republic, comparatively a new steamer, though not a particularly fast one, dropped away from the White Star pier in the North River at 3 o'clock on Friday afternoon, on a winter cruise in the Mediterranean. She had 221 passengers in her first cabin, people from New York City, Boston, Baltimore, Philadelphia, and other Eastern cities, and from the West, who were booked for the pleasure voyage, very gay in the prospect afforded by weeks of sailing in the warm Mediterranean.

### Prominent People Aboard.

Gen. Brantley Ives, former president of the New York Stock Exchange; James R. Connolly, writer of sea tales; Prof. John M. Coulter, of the University of Chicago; Mrs. Alice Morse Earl, the author; Samuel Cupples, a rich merchant of St. Louis; James Cockcroft, an author and publisher of this city, and Mrs. Herbert L. Griggs, the wife of a New York banker, were a few of the first cabin passengers. In the steerage the Republic carried 211 of whom 160 were homebound Italians whose relatives had suffered from the earthquake. They were going to Sicily and Calabria.

The first port of call for the Republic was Ponta Delgada, in the Azores, where she was due on January 29. She would have reached Gibraltar on February 2, where 500 tons of naval stores for the use of the battle fleet were to have been unloaded. Later she would have touched at Genoa, Naples, and Alexandria, Egypt. The cruise was scheduled for two months.

The Republic, once outside the Hook, took the common road of the liners—the course that swings them around to the southeast of the Nantucket lightship and starts them on the long stretch across the Atlantic.

It was about 4 o'clock in the morning, when the vessel was off Nantucket lightship, that the Republic suffered the crushing blow that all but sank her. The fog of a great ship, blurred by the mist, lifted itself out of nothing and came down like a trip-hammer on the starboard side of the Republic. There was not half a minute's warning of the danger that the fog concealed. The wireless told that much of the story in two words.

Capt. Sealby gave the call to quarters, and it was obeyed with the discipline of a man-of-war. Every man, from the first officer to the Italian steward, jumped to his place. The boats were lowered and men were told off to guard them. Officers and stewards took up the task of getting the passengers out of their cabins and assembling them on deck with the least possible delay and confusion. Of how frightened the passengers were, or of how much of a panic

### FIVE YEARS OLD.

The Republic was known as the largest and fastest ship in the White Star Line's Boston trade. She was a steel vessel, with twin screws, 570 feet in length, 67.8 feet beam, and 25 feet draft. Her gross tonnage was 13,275. She was only five years old, having been built by Harland & Wolff, the Belfast shipbuilders, in 1903.

The Republic was put out recently on the Mediterranean winter route. Previous to this she plied between Boston and Liverpool. She was the holder, when traveling over that course, of the record for speed between Boston and Queenstown.

The Republic was fitted out with unusual elegance. Her dining saloon was constructed to seat not less than 300 passengers. It was furnished in polished hardwoods, of the lightest color, applied in an ornamental scheme of paneling. Overhead was constructed an unusually large and light dome.

The Republic's speed was sixteen knots an hour.

The Republic was built not only with an elaborate water-tight compartment system, which greatly reduces the danger of sinking in collision, but with a cellular double bottom, which made her safer than many vessels of her time and class. She was as nearly unsinkable in theory as a vessel could be made when she was designed.

resulted, no word has come from the sea, but of order the wireless spoke eloquently in the one word—"discipline."

### Deep Hole Cut in Side.

It was the Florida, of the Italian Lloyds Line, with 800 Italian immigrants and 40 first cabin passengers, that drove her steel bow into the Republic's side. She cut deep into the White Star liner's side. She was coming to New York with her immigrants from Naples, and was due here tomorrow morning.

Apparently the submarine signals, which indicate the proximity of submerged bells of the United States ships, and are meant to sound warnings when other metal boats are too close for comfort, failed to speed a hint of the approaching Florida to the pilot room of the Republic.

The Florida, with her bow imbedded in the Republic, hung long enough for most of the Republic's passengers to be transferred to her as hastily as possible, the wireless hinted. The transfer was made speedily and in excellent system. Already well filled by her crew and her own passengers, the Florida must have been crammed with people when all of the Republic's passengers managed to get aboard of her. She is now taking care of nearly 2,000 people in quarters that are not designed for many more than 1,000.

The fear arose that the Florida herself would go under. When her captain, Volturno, yanked her back from the crushed Republic, it was seen that her bow was broken like the nose of an egg that has been jammed hard against a plate. The Florida's bow was shattered, but the force of the collision was not enough to break the bulwark back of the bow and sink the ship. She kept in water, perhaps from the starting of seams, and it was thought at first that she would certainly sink. Later on it was seen that she could stay afloat indefinitely.

### Florida Lacked Wireless.

The first rumor that the Italian steamer Florida was herself damaged filtered into the marine exchange from the operator at Siasconset about 5 o'clock. It had come from another boat, since the Italian was not equipped with wireless, and it was hazy and inconclusive.

Then at 6:45 o'clock came a long message into the White Star office which threw the first light upon the situation. The message read:

Florida in bad shape; in need of assistance. La Lorraine and Lucania searching for her. Handicapped by lack of wireless on Florida. Baltic nearing Republic, which is still afloat and directing Baltic's steering."

A later message sent from one of the searching ships, La Lorraine and Lucania, said that the Lucania and La Lorraine were searching off Nantucket for the disabled steamer. The message was known to refer to the Florida, which, unimpeded with the talking wires as she is, could well be an object of search by boats so close together as to chat comfortably with each other over their wires.

Capt. Sealby and his officers stuck to the Republic when they had got their people safely off. They had work to do, they and Binns, the Marconi man. Ten minutes after the collision they had got the word to the Republic that the Republic was buckled to his work and helped them call up the ships at sea. This business went on for hours.

**Baltic Answers First.**  
First of all to answer was the Baltic, of the White Star Line. She was perhaps 150 miles east of Sandy Hook when her wireless man picked the Republic call out of the air. Capt. J. B. Ransom promptly sent the Baltic to the right about as headed for latitude 40.17 and longitude 70. He was the first to reach the two crippled ships, although it took him hours to locate them in the fog.

La Lorraine, of the French Line, seventy miles from the Ambrose Channel, nearly into port, caught the cry of the Republic and whirled around and went to her aid. It took her hours to discover the location of the Florida and the Republic, but when she found them she stood by in case of help was needed. The Lucania was another of the big boats that reached the Republic in her hour of need. The Cunarder was speeding to New York, and was sixty-five miles east of Nantucket lightship when she heard the cry of the Republic. Her captain obeyed the call instantly, flashing news to his company's offices that he would get to the Republic at about 4 o'clock in the afternoon.

### Government Ships Assist.

While the liners were turning on their heels and steaming toward the Republic, the operator at Siasconset was tapping out the story of the Republic to New York, to Woods Hole, to Newport, to Charleston, to a dozen points where assistance might be summoned for the distressed vessels. He got the news to New York at about 7 o'clock this morning. The torpedo boat Cushing sped away from Boston, the revenue cutters Gresham and Acushnet steamed out to sea, the former from Cape Cod Bay, the latter from Woods Hole. Other revenue cutters followed.

By late afternoon it became certain that the rescued passengers on the Florida would be brought here to-morrow morning. The Florida was able to make her own way. The big Baltic was conveying her, ready to give help at any time needed. The crew of the Republic were forced to abandon their ship at 3 o'clock to-night, according to a wireless message received at Boston. The Republic was low in the water and seemed in danger of sinking at any moment.

At 10 o'clock to-night the White Star Company posted the following bulletin in its offices:

"The Florida is heading this way at eight knots an hour. No. 1 hold is filled with lifeboats. She will probably arrive in the harbor at 5 o'clock to-morrow afternoon. She is being conveyed by a steamer, either the Lorraine or the Baltic."

Send to Thos. J. Fisher & Co. for "Seeing Connecticut Avenue from the White House to Chevy Chase."

## WIRELESS FLASHES MESSAGE

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happening on board the sinking liner, Binns was glued to his seat in the wireless cabin, and he was sending evenly and calmly. This message was addressed to the White Star offices, and read:

"Able to keep afloat; engine room full." Somewhere out in the fog was the Lorraine, of the French Line, steaming westward. She had caught the alarm sent out by the Republic and again the warning message from Siasconset. Capt. Tourner sent a wireless to the offices of his company here: "Am going to the rescue of the Republic, which is sinking off Nantucket; heavy fog; cannot go to her right away, as we have to take our bearings."

### Traces Movements on Map.

As the morning advanced and the operator at Siasconset picked up the messages that were flying from the rescuing boats to the Republic, he could trace upon his map the movements of the various liners away out there in the fog waste. The Lucania, which was due in New York to-morrow afternoon, was the last to swing into line with her report of assistance. At noon this message from Capt. Warr flashed from the ship to Siasconset to be put on the land wires for the Cunard office, at 21 State street:

"Sixty-seven miles east of Nantucket. Hope to reach Republic at 4 p. m." Once near the middle of the morning Gliman, who had been giving to the anxious folk on land news from the fog outside, tried the call for the Republic. "Ck-ck-ck" was the code summons he tapped off on his key and there was no answer. Finally he got the answering call. Binns was still at his key.

"Power off, have to use storage batteries—C. K." was the word that came down from the wires overhead.

After that there was a long silence. Here in New York the people who know about wireless methods gathered in a little knot in the office of the Marconi company at 27 William street, and tried to solve the situation that had hampered the talking wires.

### Use Storage Batteries.

With the rush of water into the fire-rooms and the shutting off of the power that drove the ship's dynamos, they said the only way that the Republic could keep her wireless going was by starting up the donkey engine on the forward deck and thus supplying power to the dynamos, or by substituting storage batteries carried in reserve for the purpose.

Either of these makeshifts would shorten the radius of her zone of communication by a half at least. Other ships near at hand might talk to her after her wireless waves had fallen short of the land station at Siasconset.

That the rescuing boats were rapidly drawing near and that they themselves were able to communicate with the Republic, was proved at 3 o'clock in the afternoon, when Siasconset got a flash from the Baltic for transmission to the White Star people here. The message said that the Baltic was nearly by the side of the Republic, which was still afloat and that all of the latter's passengers had been removed in safety to the Italian steamer Florida.

### WASHINGTONIANS RESCUED.

Mrs. Mary E. Smoot and Five Others on the Republic.

Six Washingtonians are among the persons rescued from the Republic. They are:

Mrs. John T. Davis, her mother, Mrs. Henry F. Armistead, and her two children, Miss Heloise Elkins Davis and Henry Gassaway Davis, and Mrs. Mary E. Smoot and her daughter, Miss Julia D. Smoot.

Mrs. Davis is a sister-in-law of Senator Stephen B. Elkins, of West Virginia, and a daughter of Henry Gassaway Davis. She was accompanied by her mother and her two children, and intended to spend the winter abroad. Mrs. Smoot and her daughter, Miss Smoot, had been expected to land at Naples and go to Rome for a visit of about six months.

### FIREMEN ARE BUSY.

Five Small Blazes Yesterday and Two False Alarms.

Firemen were busy yesterday and last night. In addition to responding to alarms from five small blazes, engine companies were called out on two false alarms, one in Anacostia and the other in the northwest.

Portiers in the home of Andrew Johnson, 134 Twenty-eighth street northwest, caught fire from a lamp about 7 o'clock at night. The blaze was extinguished by Policeman H. C. Lee.

Fire was discovered in the home of Moses Pittman, 213 G street northwest, shortly before 6 o'clock. The blaze caused \$5 damage.

A blaze on the fourth floor of a house at 208 I street northwest, occupied by James R. Green, caused \$30 damage about 4 o'clock in the afternoon.

No. 4 Truck Company extinguished a fire in a defective due at 115 O street northwest, occupied by Frederick Hall. The loss is \$15.

An overturned stove started a fire in the home of Mrs. M. E. Wynn, 1601 Third street northwest, about 11:15 o'clock in the morning. The blaze was extinguished before the arrival of No. 5 Truck Company.

### Pringle at White House.

J. D. Pringle, of Pittsburgh, editor of the Labor World, who was recently appointed appraiser of merchandise at that port, called at the White House yesterday. Pringle's name was withdrawn from the Senate after some of the Pennsylvania Representatives had complained that Pringle was conducting himself in a manner offensive to the leaders. It is supposed Pringle in his visit at the White House presented his side of the controversy.

### A Quart Demijohn of Pure Rye Whisky, \$1.25.

We are closing out our Xmas stock of these attractive little wicker covered demijohns with screw tops and red or green ribbon around the center at cost price, \$1.25 for a quart of good Straight Pa. Rye Whisky.

### Rock and Rye.

A mixture of Rock Candy and Pure Rye Whisky, said to be most efficacious in cases of coughs and other bronchial troubles. Per bottle, \$1.00; half bottle, 50c.

### To-Kalon Wine Co.,

614 14th St. N. W. Phone Main 998.

## SCHWARTZ & PELZMAN.

## Forced Sale of Our Fine Woolens

On Account of Remodeling This Building by the Dime Savings Bank

We Are Compelled to Clear Out Every Yard of Our Goods at Cost or Less, Including the Finest Line of Black Goods in the City of Which We Make a Specialty.

Now is the best opportunity you will ever find to have a new Dress Suit or Prince Albert made up for the inauguration at prices that will prove a big saving.

We carry more fine black goods than five ordinary tailors. We import from the best German and English mills, and also carry a fine line of the best American-made goods. They are all guaranteed, and during many years we have never had a complaint about our black goods.

Dust, brick, and mortar will soon be flying in the remodeling of this building—it is imperative that we sell out every yard before the workmen begin operations. Take advantage of the opportunity at once.

## Full-Dress, Tuxedo, and Prince Albert Suits

\$50 Full Dress, Tuxedo, or Prince Albert Suits, to measure, during sale.....\$35  
\$40 Full Dress, Tuxedo, or Prince Albert Suits, to measure.....\$30  
Special Full Dress, Tuxedo, or Prince Albert Suit, to measure.....\$25

## Suitings and Overcoatings Reduced

About 25-odd Suits Patterns, ranging in value from \$15 to \$50, to measure, during sale.....\$12.50  
\$25 and \$30 Suitings and Overcoatings, made to measure in our best style, during this sale.....\$19.50  
Finest \$35 and \$40 Suitings and Overcoatings, made to measure, during sale.....\$23.50  
\$7.00, \$8.00, and \$9.00 Trousers.....\$5.75  
\$5.00 and \$6.00 Trousers.....\$3.75

## Schwartz & Pelzman, Reliable Tailors,

505-507 7th Street N. W.

## DISTRICT EMPLOYEE KNEW GAS DANGER

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said that sulphur injured the wall paper, and that ammonia injured the gas fixtures.

The members of the District committee smiled significantly as one member said, "Ah, I see we have dropped the danger to human life and taken up the salvation of inanimate things."

Mr. Sims criticized Mr. Runyan's failure to report the existence of carbon monoxide he found in the gas, but said there was nothing that could be done, as the law did not require him to make a report.

Dr. J. K. Hayward, an expert of the Bureau of Chemistry, was recalled to the stand by Representative Sims. Dr. Hayward said that he had never stated that the presence of a large percentage of carbon mon